

Weekly Management Report

February 28, 2014

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CITY OF BURBANK
OFFICE OF THE CITY MANAGER
(818) 238-5800
FAX (818) 238-5804

DATE: February 28, 2014

TO: Honorable Mayor and City Council

FROM: Mark Scott, City Manager

**SUBJECT: PROVIDE A RECOMMENDATION TO THE CITY MANAGER REGARDING
POTENTIALLY HIRING AN OVERSIGHT CONSULTANT/AUDITOR TO OVERSEE THE
DEBELL CONTRACT**

Please see the following report from Judie Wilke to me. City Councilmembers had suggested consideration of using an oversight consultant as described in the report. Based on this recommendation, staff intends to proceed with procuring these services.



**City of Burbank
Park, Recreation and
Community Services Department**

Memorandum

Date: February 12, 2014

To: Mark Scott, City Manager

From: Judie Wilke, Park, Recreation and Community Services Director

Subject: CITY MANAGER TRACKING LIST NO. 1501 – PROVIDE A RECOMMENDATION TO THE CITY MANAGER REGARDING POTENTIALLY HIRING AN OVERSIGHT CONSULTANT/AUDITOR TO OVERSEE THE DEBELL CONTRACT

At the October 22, 2013 City Council meeting, the City Council expressed a desire to hire a consultant/auditor to oversee the DeBell contract. Subsequently, staff was requested to research this request and provide a recommendation to the City Manager.

Per Council's request, staff identified that it is common practice for a municipality to hire a third party consultant (golf consultant) to independently inspect the operations of the agency's golf course. In fact, several municipalities are currently using such an arrangement. The primary purpose of a golf consultant is to ensure a continuous and consistent evaluation of the operation and maintenance of an agency's golf course. Staff surveyed the following municipalities to review their practices regarding the utilization of a golf consultant: San Leandro, South Pasadena, and Yorba Linda. Table 1 summarizes the survey results.

TABLE 1 – MUNICIPAL SURVEY FOR GOLF CONSULTANT

	South Pasadena	Yorba Linda	San Leandro
Cost (annually)	\$12,000.00	\$12,000.00	\$24,000.00
Manages Contract	X	X	X
Contract Compliance	X	X	X
Weekly Facility Inspections		X	X
Monthly Reports to Director	X	X	X
Assists in Development of Capital Program	X	X	X
Evaluates Budget (Monthly)	X	X	X
Evaluates Budget (Annually)	X	X	X
Reviews Golf Course Charges and Fees	X	X	X
Maintains Familiarity with Playing Conditions	X	X	X
Facilitates Community Meetings			X
Organizes Golf Community Events			X

The aforementioned municipalities agreed that there are several advantages in having an industry expert, golf consultant, periodically review the operations of a municipal operated golf course. One such advantage is that the golf consultant could adequately identify issues that could potentially impact golf operations. The consultant's knowledge of the industry can help staff identify maintenance issues that would impact rounds of play, emerging trends, and recommend appropriate fees to charge.

The scope of services in the three municipalities surveyed varies but overall the golf consultant's primary focus is to provide site inspections including a detailed review of the golf course's operations and maintenance standards. Often times the golf consultant will also provide the respective municipality with a follow-up on quarterly inspection status reports and a review and/or analysis of the annual budget submitted by the operator. In addition, golf consultants routinely make presentations to City Council, as requested by staff. The cost associated with performing such a services ranges from \$12,000 to \$24,000 annually depending on the scope of the services required.

Pursuant to the DeBell Golf Course Lease and Operations Agreement (Agreement) executed on October 22, 2013 between the City and S.S. Golf Inc (Tenant), the City is required to perform an annual inspection of the facility to ensure compliance with the Agreement (Section 6.6(c)). To further enhance the City's ability to monitor how the Tenant is operating the facility, the Agreement also allows for a third party inspection to be performed by an independent golf professional to review the overall condition of the golf course as determined by the City. However, it is important to note that the cost of such an inspection shall be at the expense of the City.

Staff believes that the use of a golf consultant could add value and further enhance oversight of the program. This could potentially reduce the City's overhead (cost allocation) costs to manage the Agreement. However, there would be an administrative cost associated with oversight of an outside consultant. As expressed at the October 22, 2013 meeting, staff anticipates that the cost allocation for Fiscal Year (FY) 2014-2015 will be \$160,000; however, at this time staff is unable to fully assess what additional savings could be realized.

Based on terms approved in the Agreement, staff anticipates that the Golf Fund will receive \$320,000 to \$330,000 in the first full year of operation (2014-15) and \$350,000 to \$365,000 in the second year (Exhibit A). Therefore, staff believes that there are sufficient funds available to hire a golf consultant to independently inspect the operations of the DeBell Golf Course. Staff recommends that the services from an independent golf professional be used similar to the scope of services used by the City of South Pasadena and Yorba Linda.

EXHIBIT

A - Projected Cash Flow

Golf Fund Cash Flow - January 2014

Historical Analysis and Future Projections (in thousands)


	2006			2007			2008			ACTUALS (AS OF JUNE)			2009			2010			2011			2012			2013		
	2006			2007			2008			2009			2010			2011			2012			2013			2014		
Beginning Cash Balance	6,637	6,663	6,696	4,156	613	(187)	252	281	282																		
Revenue Earned	1,738	1,988	1,613	1,718	1,770	1,769	2,023	1,932																			
Average Golf Fund Revenue/Round	61,200	65,472	59,605	60,602	56,397	52,281	58,357	51,241																			
	28.40	30.36	27.06	28.35	31.38	33.84	34.67	37.70																			
Interest Revenue	203	372	276	76	21	(5)	-	-																			
Operating & Maint Expense	(1,719)	(1,760)	(688)	(3,178)	(2,014)	(2,173)	(1,994)	(1,931)																			
Capital Investments	(196)	(567)	(3,741)	(4,449)	(411)	(4)	-	-																			
Loans Received	-	-	-	2,500	-	1,000	-	-																			
Loans Payments (January)	-	-	-	(125)	(125)	(125)	(125)	(125)																			
Interest Payments	-	-	-	(85)	(41)	(23)	-	-																			
Net Change in Cash Balance	26	33	(2,540)	(3,543)	(800)	439	29	1																			
Ending Cash Balance	6,663	6,696	4,156	613	(187)	252	281	282																			
												PROJECTED (AS OF JUNE)															
Beginning Cash Balance	282	98	197	224	345	453	559	684																			
Existing Rent Structure	813	300	300	300	300	300	300	300																			
Base Rent	150	29	32	35	38	41	44	47																			
Percentage Rent			15	16	24	25	27	29																			
Capital Contributions																											
Total Revenue Earned	963	329	347	351	362	366	371	376																			
Average Golf Fund Revenue/Round	51,241	51,753	52,271	52,794	53,322	53,855	54,394	54,938																			
	18.79	6.36	6.64	6.65	6.79	6.80	6.82	6.84																			
Interest Revenue	-	-	-	-	-	-	-	-																			
Operating & Maint Expense	(1,108)	(160)	(165)	(170)	(175)	(180)	(185)	(191)																			
Capital Investments - City Funded	(17)	(70)	(95)	(20)	(20)	(20)	(20)	(20)																			
Golf Cart Path Improvements	(11)																										
Seismic Retrofit and Demolition	(11)																										
Capital Investments - Operator Funded																											
Loans Received																											
Loans Payments*																											
Interest Payments*																											
Net Change in Cash Balance	(184)	99	27	121	107	106	126	(175)																			
Ending Cash Balance	98	197	224	345	453	559	684	509																			

*Second loan principle and interest payments deferred to January 1, 2016; First loan principle and interest payments deferred to January 1, 2019

memorandum

DATE: February 13, 2014

TO: Mark Scott, City Manager

FROM: Joy R. Forbes, Community Development Director 

SUBJECT: North Kenneth and Winona Bicycle Boulevard Community Meeting
Synopsis - February 12, 2014

The North Kenneth and Winona Bicycle Boulevard Project is a Safe Routes to School funded project with the primary focus centered on traffic calming improvements intended to respond to community concerns about speeding and stop-sign compliance along two corridors known for cut-through traffic.

Approximately 35 to 40 people attended the 2 hour meeting.

Carol Barrett welcomed the group and introduced staff. The majority of attendees confirmed that they were residents in the area of the Project and had received the direct-mail meeting notice. Council Member Bob Frutos was present for part of the meeting, but did not have any comments during the meeting. Cory Wilkerson gave a presentation about the Project, its goals, funding source and the intent of the meeting.

Community residents voiced a number of concerns about components of the Project. These concerns generally included:

1. Effectiveness of mini-roundabouts
2. Parking impacts
3. Existing school traffic impacts
4. Lack of children currently walking/biking to school
5. Effectiveness of median entry islands
6. Lack of police enforcement
7. Rolling stops at existing stop signs
8. Improvements causing spill-over traffic to neighboring streets
9. Cyclists behavior and lack of stop-sign compliance
10. Access for large vehicles (RV's, boats, trailers, emergency vehicles, etc...)
11. Lack of notice/outreach to more of the neighborhood
12. Lack of Police and/or Fire Department representation at the meeting

Much of the conversation at the meeting was focused around the effectiveness of the proposed mini-roundabouts and the median entry islands. While some residents were in favor of the proposed improvement; a majority of attendees voiced concerns that these improvements would prevent emergency vehicles from providing necessary services

and make existing traffic issues worse by impeding traffic flow. These concerns were in contrast with the uniformly agreed upon assessment of all the residents in attendance that there are serious traffic issues on both streets that need to be addressed. Attendees offered additional options to consider, including:

1. Increase police presence/enforcement; particularly during school commute hours
2. More four-way stops
3. Chicanes or placing bulb outs mid-block to create curves in the roadway
4. Raised intersections
5. Speed radar signs and speed limit signs
6. Speed traps
7. Improved drop-off and pick-up zones at schools
8. Speed bumps engineered for 25 mph
9. Lighted crosswalks

Cory Wilkerson and David Kriske provided responses and clarification to questions. In response to concerns regarding emergency vehicle access, staff assured the attendees that any design would be reviewed by the Burbank Police and Fire Departments and no treatment would be implemented that impedes their ability to provide services. Comments and concerns were noted by staff and the design consultant to ensure that the needs of the neighborhoods will be taken in account in any future designs. Due to the majority of residents expressing concerns about many of the improvements proposed, staff asked the attendees if the City should continue proceeding with this Project. The response was in favor of proceeding with the Project at least to the extent of providing more detailed information at the next meeting.

Staff informed the attendees that the next Community Meeting will occur after drawings have reached the 30 percent stage, estimated to be in April or May 2014.

Community Development staff will follow up with Police and Fire staff for representation in future meetings.



CITY OF BURBANK
OFFICE OF THE CITY MANAGER
(818) 238-5800
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DATE: February 28, 2014
TO: Honorable Mayor and City Council
FROM: Mark Scott, City Manager
SUBJECT: **IKEA PROJECT – QUESTIONS REGARDING BWP ELECTRICAL SERVICE**

Attached is a hard copy of BWP's responses to Vice Mayor Gordon's questions relating to the IKEA project. This is the same document emailed to City Councilmembers on Wednesday. These will be entered into the public hearing record.

Questions Related to BWP Electricity Service & Related Issues with the IKEA EIR

February 16, 2014

1. Please explain what is BWP's electric utility "standby charge."

The purpose of a standby charge is to recover the fixed costs of maintaining distribution and generation capacity for customers that install self-generation systems. These costs continue to be incurred even when customer-generators reduce both their energy usage and demand (maximum kW over a billing period). This is because the BWP electric system is sized for all of its customers, and used by them even when their self-generation systems fail or are down for maintenance.

Per state law (AB 327), all customers that install renewable self-generation systems with a capacity under 1,000 kW, are exempt from standby charges. Currently, all of BWP's customers with self-generation systems are those with rooftop solar systems and fall into this category. Therefore, BWP does not currently charge a standby charge to any of its customers.

Does this pertain to electrical generation, distribution or both?

BWP's standby charges are designed to recover both fixed distribution and generation capacity costs.

Why is an energy standby charge necessary for the proposed IKEA project?

Per BWP's Rules and Regulations, all customers that install on-site generation in excess of 1,000 kW will be served under Schedule S (Standby Service). This schedule includes standby charges designed to recover our fixed distribution and generation capacity costs. If these costs are not recovered through standby charges, they must be absorbed by other customers.

IKEA has stated that they intend to install 1,200 kW of solar capacity and would therefore be served under Schedule S. IKEA would not be exempt from standby charges because their proposed system is over 1,000 kW.

Is this a standard charge, which will be uniformly assessed to all future development projects?

All development projects that include self-generation systems will be served under Schedule S (Standby Service) unless those systems are exempt per state law. These systems currently include renewable systems in excess of 1,000 kW of capacity and all non-renewable self-generation systems.

2. How does BWP plan or propose to provide electrical service to this large proposed IKEA project? Is the current available supply of BWP electricity sufficient for both the short and long term needs of IKEA and/or the surrounding community?

Electrical service to the proposed IKEA project, which has a projected demand of approximately 4.4 MW, will be provided in accordance with the guidelines in Section 2.01(j) of BWP rules and regulations. Specifically, BWP plans on installing a new 12 kV feeder from an existing electrical substation that is approximately 1 mile away from the new IKEA site. BWP will also extend an existing 12 kV feeder as a backup supply to the new IKEA facility. A padmount switch and two padmount transformers will be installed on the new IKEA site.

All incremental loads to the BWP system contribute to the need for BWP to acquire and maintain sufficient capacity and energy to serve BWP's electrical load. For example 33% of the energy to be served will come from future renewable energy. The proposed project would add another 1.5% capacity requirement to the system which is an amount less than the variability of 8% to 10% that can be expected from weather and unplanned equipment outages and it is within BWP's planning parameters both in the short term and the long term.

3. Does BWP have an Electrical Utility Master Plan? If yes, then does the Electrical Utility Master Plan call out where BWP substations optimally ought to be built and when? If yes, then what does the City's Electrical Utility Master Plan say about the proposed IKEA project site's need for a substation either now or in the long term?

Yes, we have an Electrical Utility Master Plan in process that is scheduled to be completed by year end. The Master Plan will incorporate the system requirements for the area and it will depend on load growth as well as the condition of the 4kV substations in the area.

4. What is the needed capacity of a substation that would be placed on the IKEA project site to provide reliable electrical power specifically to IKEA and the community in the long-term?

A customer substation is not needed for the new site. In the near term, a community substation is not needed; however, as development occurs, load grows and the existing aging 4 kV system gets unloaded a community substation will be needed to serve the area.

Is the IKEA site strategically optimal for placement of an electrical substation?

Yes, should the load in the area justify a substation, the IKEA site would be a strategically good location given its proximity to existing sub-transmission lines.

5. Does BWP have any rules and regulations to deal with projects like this?

Yes, BWP rules and regulations cover projects like this. The rules that apply here are as follows:

- Section 2.01(j) – Characterizes the manner of service based upon the load of the customer. Any load 5MW and above is required to build a dedicated substation. A load between 3MW and 5MW is to be served by a looped 12kV or 34kV circuit. IKEA falls within the 3MW-5MW range and will be served in the manner described within this section.
- Section 2.55 – Regarding the removal and/or relocation of existing facilities for the benefit of the new customer. Relocations and removals for the IKEA project are being handled in accordance with this section.
- Section 2.50 & 2.52 – Regarding the on-site service to the project. Design of the new service is consistent with this section.
- Section 2.81 – Regarding extending BWP lines to the project site. The required 12kV capacity for the new project is being extended from the nearest available location in accordance with this section.
- Section 3.26 – Aid In Construction (AIC) Charges. This project is being charged in accordance with Section 3.26.

Is BWP being consistent with its rules and regulations with respect to electricity substations built in the past or planned to be built in future on development project sites? For example, what charges were assessed to the Empire Center and M. David Paul North Studios and Pointe project sites? What charges were assessed for the Disney substation? What charges were assessed to these respective projects as “connection fees?”

Yes, BWP is being consistent with its rules and regulations as well as with past practice.

The Pointe, being larger than 5MW, required a new substation per Section 2.01(j). Per the Development Agreement, in addition to paying for new system improvements the developer also contributed for prior sub-transmission system improvements in lieu of constructing a station.

The Empire Center, being larger than 5MW, required a new substation per Section 2.01(j). Per the Development Agreement, a contribution was provided in lieu of constructing a station. The developer also dedicated the land for a substation at no cost.

Media Studios North, being larger than 5MW, required a new substation per Section 2.01(j). Per the Development Agreement, a contribution was provided in lieu of constructing a station.

The Keystone Substation, built in the mid-1990's, was the last built community distributing substation associated with a specific development. Per the Development Agreement, "Disney agreed to construct at its expense a new 34,000 V customer station... unless the City and Disney agrees to size the substation to accommodate additional demand and Disney agrees to provide the City with an easement to construct and maintain a substation on Disney property." Since the electrical system in that area was inadequate and a new substation was already needed at the time, the Disney development provided BWP an opportunity to build the substation at a lower cost to BWP through the easement granted to the City for the land which the substation was built.

6. Historically, what has been the "fair share" cost to developers for City built community substations from which their projects obtained power if they do not have their own substation? What would be the proposed IKEA project's fair share cost for the envisioned onsite community substation?

Keystone substation, built in the mid-1990's, was the last built community distributing substation associated with a specific development. Since the electrical system in that area was inadequate and a new substation was already needed at the time, the Disney development provided BWP an opportunity to build the substation at a lower cost to BWP through the easement granted to the city for the land which the substation was built.

With an estimated peak demand of less than 5 MW, IKEA is not currently required to install a customer substation in accordance with Section 2.01 (j) of BWP rules and regulations. As such, IKEA is not required to provide the necessary space for a customer substation and is not required to enter negotiations for sharing the cost of a community substation as per BWP rules and regulations.

7. Historically, were previous electrical substations built on land dedicated by the developer or was the substation property purchased by the City...again using the Disney substation, Warner Bros. and Empire Center substation as examples?

Historically, electrical substations were either built on land dedicated by the developer, granted easements, or owned by the customer. In the case of Keystone substation at Disney, Disney granted BWP an easement to build a community substation. At Warner Bros., Warner substation was built on the Warner's property. It should be noted that Warner substation is a customer substation, not a community substation. Regarding the Empire Center, the developer dedicated land for the proposed community substation.

8. Historically, what have been the respective square foot sizes of the land parcel sites upon which Burbank electrical substations were placed? For example: Warner Bros., Disney, Burbank and proposed Empire Center? And please specify if these respective substations were designed for a single user or more general community/shared use.

The size of the land parcel for substation varies widely depending on the type of substation, landscaping, setbacks, grading, and access to the station.

At Disney, the site area of the Keystone substation lot is 11,004 square feet, which does not include any land for landscaping and driveways outside of the substation. Keystone is a 12 kV community distributing substation that provides power to Disney as well as other customers.

At the Warner Bros., the site area of the Warner substation lot is 6,844 square feet, which does not include any land for landscaping and driveways outside of the substation. It should be noted that the size of Warner substation is smaller because it is a 4 kV customer substation and all vehicle and crane access is outside of the substation.

At the Empire Center, the site area of the proposed Empire Center community substation lot is 15,000 square feet.

9. I remember there used to be overhead power lines along the railroad tracks between Burbank's Animal Shelter extending out towards the Empire Center project. Were those previous above ground power lines undergrounded?

There was a 34kV circuit and a 4kV circuit along the frontage of the Empire Center. The 4kV circuit was removed as it was idle and no longer needed. The 34kV circuit was undergrounded.

Did the developer contribute a "fair share" cost for that underground wiring work? What was the developer's fair share cost for undergrounding that line?

The removal of the idle 4kV circuit was done at department expense. The 34kV circuit was undergrounded at the developer's request, and at their sole expense. This is consistent with Section 2.55 of the current rules and regulations.

10. In reading the IKEA project EIR, the existing above ground power lines are to be left in place. Is it consistent with BWP's past practice and history?

Yes, this is consistent with BWP practice. Historically, BWP has not forced developers to underground high voltage lines. Lines have been undergrounded at developer's request when it is deemed feasible by BWP. This work is done at the

developer's sole expense in accordance with Section 2.55 of the rules and regulations.

The lines along Providencia Avenue, Cedar Avenue, and First Street will be undergrounded at developer's expense as part of the IKEA project. The lines along the railroad ROW will not be undergrounded.

11. It is not clear from the EIR language if IKEA is paying its fair share of charges or not. Can you elaborate what charges will apply and are those consistent with the M. David Paul Pointe project and other recent projects?

IKEA will pay its fair share in accordance with BWP Rules and Regulations. These charges are based on the following scope of work:

Removal/Relocation of Existing Facilities Including Off Site Work

The new IKEA facility will be located on the old Menasco site containing many electrical facilities that need to be removed or relocated. In accordance with BWP Rules and Regulations, idle facilities serving the existing site will be removed at no cost to IKEA. However, IKEA will pay for the costs of relocating electrical facilities in the Right of Way. Relocation of neighboring facilities includes overhead and underground work required to underground 4 kV facilities along Providencia Avenue and the vacation of facilities for First Street and Cedar Avenue. In addition, in order to extend First Street to Providencia Avenue, overhead distribution poles may be need to be relocated depending on the final street improvement design.

Provisions for temporary, 3-phase, construction power are included in the estimate. In addition, street lighting for affected areas on 1st Street, Providencia Ave., Cedar Ave., and San Fernando Blvd are included as well.

12 kV Service to New IKEA Facility

BWP will serve the new IKEA facility with a new 12 kV feeder extending over 1 mile from an existing BWP substation (Burbank Substation) to two new 12.47/480 V padmount transformers at the new IKEA facility. 12 kV service will be looped in accordance with BWP Rules and Regulations. IKEA will be responsible for installation of all civil substructures including IKEA primary conduits from BWP switches, pads for BWP switches and transformers, and all secondary substructures, cable, conduit, and service panel.


The estimated total amount for charges to IKEA for the above reference work is \$2,837,500.



memorandum

DATE: February 27, 2014

TO: Mark Scott, City Manager

FROM: Joy R. Forbes, Community Development Director 

**SUBJECT: BURBANK CHANNEL BIKEWAY COMMUNITY MEETING
SYNOPSIS – FEBRUARY 26, 2014**

- Second Community meeting for the Burbank Channel Bikeway Project (Phase II).
- The purpose of the meeting was to present the preliminary plans to the neighborhood and to seek input, prior to commencing with construction drawings.
- Approximately 25 people attended the 2-hour meeting.
- Staff and City's consultant provided a description of the proposed Project, including the route, funding sources, budget, cost estimates, and schedule. The results of a neighborhood survey were shared, which generally showed neighborhood support for a bikeway project (see attached survey results summary).
- The proposed final route of the path was presented with reasons provided for the proposed alignment. Staff is recommending an eastern alignment between Lake Street / Providencia Avenue and Alameda Avenue.
- The attendees had comments and questions related to:
 - Safety, security, privacy, and policing;
 - Project details/characteristics, including landscaping;
 - Benefits/drawbacks of the proposed Project.
- Of the 25 attendees, three people strongly opposed the Project and one person opposed spending money (federal, state, local transportation, or other funds) on bike projects. Four attendees expressed strong support for the Project. The remaining attendees appeared neutral.
- Staff (including Police Department representatives) and the City's consultant provided responses to each of the queries and took note of comments so that the concerns of the neighborhood could be taken in account during the design phase.
- The next meeting will occur after drawings have reached the 30% stage, estimated in April 2014.



BURBANK CHANNEL BIKEWAY

Executive Summary Neighborhood Survey Results

Methodology In January 2014, 940 surveys were mailed out to residents and property owners in the distribution area shown in the attached Mailed Survey Distribution Map (a copy of the survey is also attached). The survey was made available online and in Spanish. The City also advertised the survey on the project webpage and disseminated information about the survey through the City's E-Notify email distribution system.

Responses 200 surveys were returned (113 surveys via mail and 87 surveys completed online). This represents a response of 21% of 940 surveys that were mailed out.

Analysis The following table shows a summary of the results of the 200 surveys. Separately, in the second column, only those surveys that were mailed in from the 113 Respondents from the neighborhood are provided. The third column shows the results of the mail-in and online survey for those Respondents who identified themselves as living on a block immediately adjacent to the Channel. The full survey results are attached.

Question	Overall Response (200 Respondents)	Mailed Response (113 Respondents)	Block Adjacent (63 Respondents)
Ride a bike for exercise	54.7%	45.5%	57.1%
Ride a bike for fun	51.6%	42.7%	50.8%
Enjoy occasional walks	47.4%	40.0%	52.4%
Would walk or ride more if there was a new path	69.2%	62.2%	66.6%
Believe bike facilities should be improved in Burbank	73.9%	65.5%	69.3%
Believe the path would improve the area along the Channel	74.1%	67.6%	71.4%
BELIEVE / DO NOT BELIEVE that issues will be created because of the project	31.6% / 38.8%	37.8% / 25.2%	41.3% / 33.4%
Prefer the path to be on the SAME SIDE / OPPOSITE SIDE from their property	35.5% / 22.4%	31.7% / 26.7%	46.7% / 31.6%
If they live on a cul-de-sac street, OPPOSE / DO NOT OPPOSE access to the path at the end of the street	21.4% / 52.4%	24.2% / 49.5%	36.4% / 45.1%
Crossing preference at Alameda UNDERCROSSING / CROSSWALK	49.4% / 22.1%	47.1% / 26.0%	50.8% / 21.3%
Regularly use the Lake/Alameda Greenway YES / NO	33.5% / 66.5%	34.3% / 65.7%	53.3% / 46.7%

Qualifications For the above summary version of the survey, only options that received significant responses were included. For instance, only 4% of Respondents identified as using a bike to commute to school. As such, this response was not included above. The full responses can be found in the attached analysis.

When overwhelming support was received for a particular question, only the affirmative data was provided (i.e. 74.1% of Respondents believe that the path would improve the area along the Channel; the remaining 25.9% of Respondents did not believe that the area would be improved or were not sure). For those categories where the affirmative and negative responses were comparable, both were provided, with the remaining Respondents being unsure.

For the question related to access to the pathway from a cul-de-sac street, the following responses were received from those people who provided the name of the street that they live on:

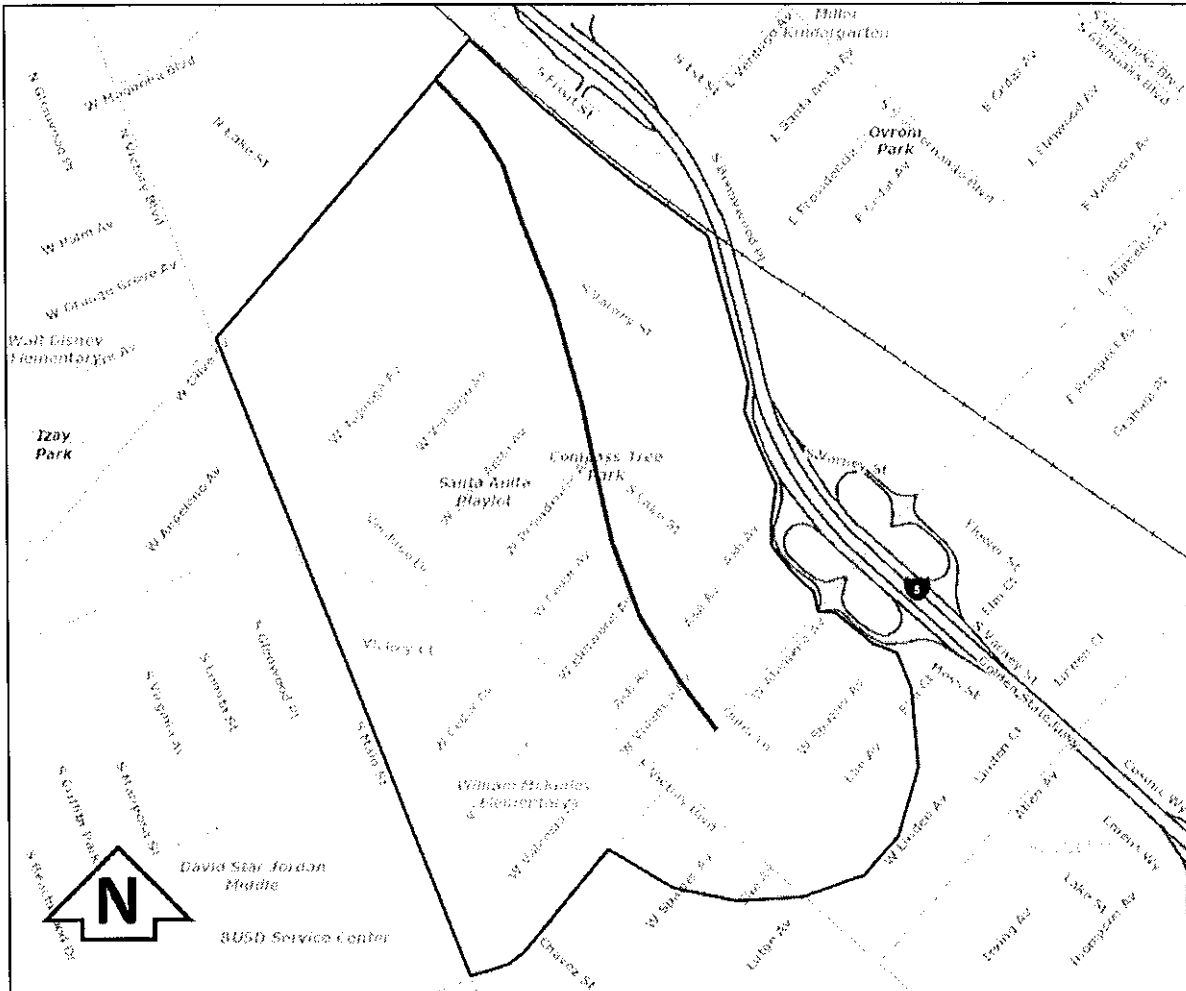
Santa Anita Avenue – 1 Respondent is opposed



Elmwood Avenue – 4 Respondents are opposed / 2 would not oppose

Ash Avenue – 4 Respondents are opposed

Cedar Avenue – 2 Respondents are opposed / 3 would not oppose

Mailed Survey Distribution Map



-  Mailed Survey Distribution Boundary
 Project Route

Burbank Channel Bikeway

Neighborhood Survey Results

In January 2014, 940 surveys were mailed out to residents and property owners in the neighborhood adjacent to the Burbank Western Channel. The survey was made available online and in Spanish. The City also advertised the survey on the project webpage and disseminated information about the survey through the City's E-Notify email distribution system.

Question	Mailed (113 Respondents)	Online (87 Respondents)	Total (200 Respondents)	Block Adjacent Mailed (42 Respondents)	Block Adjacent Online (21 Respondents)	Block Adjacent Total (63 Respondents)
For which of the following do you ride a bike in Burbank?						
Commuting (Work)	10.9%	31.0%	19.6%	11.9%	33.3%	19.0%
Commuting (School)	2.7%	5.7%	4.0%	2.4%	9.5%	4.8%
Errands/Shopping	13.6%	33.3%	22.2%	19.0%	33.3%	23.8%
Exercise	45.5%	66.7%	54.7%	50.0%	71.4%	57.1%
Fun	42.7%	63.2%	51.6%	45.2%	61.9%	50.8%
N/A	40.9%	17.2%	30.6%	28.6%	19.0%	25.4%
What type of a walker are you?						
Consistently walk or run for exercise	35.5%	37.2%	36.2%	33.3%	23.8%	30.1%
Enjoy occasional daytime, evening or weekend walks	40.0%	57.0%	47.4%	52.4%	52.4%	52.4%
Walk to nearby transit options for commuting (work or school) purposes	4.5%	15.1%	9.1%	7.1%	9.5%	7.9%
Walk to nearby markets or shops	23.6%	46.5%	33.6%	28.6%	33.3%	30.2%
Rarely walk for exercise, pleasure or other purposes	18.2%	9.3%	14.3%	9.5%	23.8%	14.3%
Do you think you would walk or ride more if you lived near a new bike and						
Yes	62.2%	78.2%	69.2%	69.0%	61.9%	66.6%
No	18.9%	13.8%	16.7%	21.4%	28.6%	23.8%
Not Sure	18.9%	8.0%	14.2%	9.5%	9.5%	9.5%

Question		Mailed (113 Respondents)	Online (87 Respondents)	Total (200 Respondents)	Block Adjacent Mailed (42 Respondents)	Block Adjacent Online (21 Respondents)	Block Adjacent Total (63 Respondents)
Should bike facilities be improved in the City of Burbank?							
Yes		65.5%	84.7%	73.9%	68.3%	71.4%	69.3%
No		14.5%	4.7%	10.2%	19.5%	14.3%	17.8%
Not Sure		20.0%	10.6%	15.9%	12.2%	14.3%	12.9%
If you answered "Yes" to the previous question, please answer this question. Why should bicycle facilities be improved and expanded in the City of Burbank? Rank answers on scale of 1 (least useful) to 5 (most useful)							
See Attachment 1 for ranked answers							
Do you believe the bike path could improve the area along the Burbank Channel?							
Yes		67.6%	82.6%	74.1%	71.4%	71.4%	71.4%
No		13.5%	4.7%	9.7%	19.0%	14.3%	17.4%
Not Sure		18.9%	12.8%	16.2%	9.5%	14.3%	11.1%
If you answered "Yes" to the previous question, please answer this question. Will the bike path improve issues related to? Rank answers on a scale of 1							
See Attachment 1 for ranked answers							
Do you believe that issues will be created because of the addition of a new bike path?							
Yes		37.8%	23.5%	31.6%	40.5%	42.9%	41.3%
No		25.2%	56.5%	38.8%	28.6%	42.9%	33.4%
Not Sure		36.9%	20.0%	29.5%	31.0%	14.3%	25.4%
Would you prefer the path to be located on the same side of the Burbank Channel as your property, or on the other side of channel?							
Your Side		31.7%	40.5%	35.5%	46.2%	47.6%	46.7%
Opposite Side		26.7%	16.7%	22.4%	30.8%	33.3%	31.6%
Not Sure		41.6%	42.9%	42.2%	23.1%	19.0%	21.7%
If your street has a cul-de-sac, would you be opposed to having access to the pathway at the end of your street?							
Yes		24.2%	17.8%	21.4%	42.1%	25.0%	36.4%
No		49.5%	56.2%	52.4%	39.5%	56.3%	45.1%
Not Sure		26.3%	26.0%	26.2%	18.4%	18.8%	18.5%

Question		Block Adjacent		Block Adjacent		Block Adjacent		Block Adjacent	
		Mailed	Online	Total	Mailed	Online	Total	Online	Total
		(113 Respondents)	(87 Respondents)	(200 Respondents)	(42 Respondents)	(21 Respondents)	(63 Respondents)	(21 Respondents)	(63 Respondents)
Would you prefer that an undercrossing (a pathway under the street) be constructed to cross Alameda or a crosswalk in the street?									
Undercrossing		47.1%	52.4%	49.4%	50.0%	52.4%	50.8%	52.4%	50.8%
Crosswalk		26.0%	17.1%	22.1%	22.5%	19.0%	21.3%	19.0%	21.3%
Not Sure		26.9%	30.5%	28.5%	27.5%	28.6%	27.9%	28.6%	27.9%
Do you regularly use the Lake/Alameda Greenway (between Alameda Avenue and Victory Boulevard)?									
Yes		34.3%	32.5%	33.5%	52.4%	55.0%	53.3%	55.0%	53.3%
No		65.7%	67.5%	66.5%	47.6%	45.0%	46.7%	45.0%	46.7%

Would walk or ride more if they lived near a new bike and pedestrian pathway

Online Survey - Comments

I would want to make use of an outdoor area designed for the type of exercise I'm most interested in; currently I don't live especially close to something like that, so this would be very appealing to me.

Want to become less dependant on gas.

Better ride than streets.

It would make the city much more safe for non-motorists since Burbank does not have very strict laws against motorists harming bicyclists, and when I (a girl) was ran down and hit, BPD told me it was my word against the motorist and would do nothing. He could have killed me. If that happened my family would take legal action against burbank for their lack of Bicycle safety.

The more safe, convenient options there are for biking and walking, the safer I'll feel when biking and walking. Also, it'll keep me out of the streets, which I'm sure will make drivers a bit happier...like this --> :)

I commute by bike and it is nice to have options for the routes I take

Need to get around Burbank to feel safe

If I had the impression it was safer to ride in Burbank (as a Bike Path will do) I'd be more comfortable on my commutes and errands (and my family would be more comfortable with it as well because they couldn't afford to stay in Burbank if I got run over by a truck).

I love having dedicated bike routes around Burbank, and the proposed extension would bring one even closer to my apartment.

Much less probability of an accident! Safer in that sense. Of course I would never use the pathway at night unless there are open businesses around it.

I love biking where I am safe from traffic

Many streets in Burbank, such as Hollywood Way, do not have adequate room for cyclists to ride between rushing cars and parked cars. It is much more dangerous to bicycle here in Burbank than Santa Monica, which has plenty of city-wide bicycle lanes.

More/closer pathways means easier access.

convenience and safety

Have a dog and would love a new safe place to walk him!

I live at the end of the proposed extension and currently love the trail, but it's a bit far to get to. I would love it to come a bit closer to connect it to downtown Burbank (via the bridge on Olive).

Absolutely. I think even those people who say they wouldn't, say that only because it's been inaccessible for so long. They may react differently once it's there. I grew up in Oregon where people bike all the time because it's available and it's fun.

Look at the Chandler bike path and how much use that gets!

I would make a bike path very close to my house.

Easy access & beautiful site, please add large tree as many as you can.

It would be much safer

convience

Need safety for my kids

Safety issues

Just feeling safer on the path rather than mixed in with traffic.

It's faster and more fun. Our weather is always good for a ride.

Avoid traffic

safety is very important

I always feel safer on a dedicated bike/pedestrian path. It is far more enjoyable to walk/bike when you're protected from vehicle traffic and don't have to worry about looking over your shoulder all the time.

It would be safer.

Chandler Bike path is lovely, but too far to get to it and not enough entrances.

Would love more walkways in Burbank !!!!! Like Valencia

I would feel safer.

It would feel a lot safer, we live near busy streets.

I already use the Lake/Alameda Greenway almost daily because it is safer and more quiet than walking on Victory Blvd. to Alameda.

Would walk or ride more if they lived near a new bike and pedestrian pathway

Mailed Survey - Comments

Victory Blvd. currently blocks our access to quiet walks because it is too busy to cross with a child.

For pleasure, exercise, save gas, help environment.

Because we need more places where we can walk and ride without the interference of vehicular traffic.

Close to me and I need the exercise.

Because its there.

It feels unsafe to ride on streets. I know someone that was a very safe bike rider and got hit by a car and was killed.

Would be another option,

Easy access and no cars.

Safe

Own an apartment building on Alameda by the proposed bike way, it would be great for tenants,

I like to be physically active.

A safe open attractive and dedicated location is more inviting.

If it is easy to use, people will use it, It is a safer option for younger cyclists,

For exercise

I normally walk to the Metrolink station.

It's off the City streets

Because almost every time I ride my bike on streets, I have to stop suddenly and/or almost get hit by traffic.

Not having to drive in order to walk.

Avoid cars and traffic

More fun

Convenient/no traffic! Pretty views? Flowers?

Easier

It's nice to have a safe bikepath off the main road away from cars.

Convenience and walking on pathway is more pleasant.

Security choices for us as a family are very important!

Safety, Accessibility

convenience and comfort

It would be more convenient.

Good for your health.

Would NOT walk or ride more if they lived near a new bike and pedestrian pathway

Online Survey - Comments

I would be concerned about my personal safety on the bike path.

Because I already ride on the street if no bike path is available.

I've walked the Chandler path. I always felt like I was going to be run over by a cyclist - some would NOT give the right of way to walkers.

Because I already use a bike and/or walk as my primary mode of transportation--i.e., I don't really have many additional trips to make by any type of mode!

People who bike are generally obnoxious.

I would probably have an easier time getting my hubby to walk with me!

It's just not my thing.

We walk at a different location not far from our residence.

We are close to age 80

I live near the bikepath and only walk it

Mailed Survey - Comments

Unable

I can walk in the neighborhood do not need a bike path.

It would not take me anywhere I want to go.

I have children , single mom, not enough time, with all we do.

Long stretches of unobserved, unpatrolled pathways are generally an attractive nuisance.

Bad knees

Too busy.

Streets are fine now.

Bad knee.

I would walk in any case,

Traffic, money cost, few use existing bike path.

I have a sidewalk in front of my house, which is probably safer than a secluded pedestrian walkway or bike path along some flood channel.

Believe that issues will be created because of the addition of a new bike path

Online Survey - Comments

Already have issues with loitering & graffiti - expect these would get worse if there is a more accessible area
Creating a formal bikeway along the channel opens up residents' homes to security and crime concerns. You would need policing or at least security cameras to deter loitering and any unintended use. Privacy and observation of houses with inadequate fencing is also a concern. Gang activity has decreased in years past with gates and limited access measures. I would hate to see crime statistics increase if they are discontinued. Although it has greatly improved the appearance of the channel on the Greenway side, graffiti still happens there, and you can't generally see down the length of the Greenway unless you are on it.

Lower property value (our house is directly adjacent to channel on east side), Crime/safety/security, noise, nuisance/loitering, graffiti, homeowner privacy, drug use, homelessness, gangs, etc.

Homeless people will use the bike path as home like in other places. I would not feel safe using it at night.

The biggest issue here is the irresponsible use of our tax dollars.

I have lived here 40 + years, Graffiti and Littering is what the path has brought to the neighborhood.

Prior history tells us the access provided is used for "no good". The city closed off Ash Ave due to increased crime. Thefts, drugs, sanitation problems etc. Homes are too close to the wash to offer a feeling of security. neighbors in the area will lose some of the yard space adjacent to their homes

We worry about loitering, transients and crime.

Crime, loss of privacy for those adjacent to the proposed bike path.

Construction noise, possibly crime would be an issue, and Graffiti

Parking is already a problem on our street this will add to the problem.

Also items listed at # 7

All changes create issues but the more activity in an area the less crime the less vandalism.

someone will always complain.

walkers joggers do not always understand the concept of a bike path.

Mailed Survey - Comments

Could cause problems we don't need.

No parking on street. Dogs barking.

Question: will there be any law enforcement patrol? will there be a quick response when called? I totally respect our police department my dad is a retired police officer. I believe this will only add to an already demanding job.

Creating a honey hole for more graffiti and crime already have enough.

More of graffiti, crime, safety, security, noise and loitering.

Trash and graffiti.

The path would be a place where people who don't wish to attract the police would use to get around the City.

Crime

Interferes with the many drivers in Burbank

More bike traffic will increase access to adjacent house and all the issues listed in #5 (Crime/Safety/Security, Noise, Nuisance/Loitering, Graffiti)

It will create more traffic more graffiti, more places for losers to hide and destroy property.

Will interrupt transit much more.

I'm concerned about the safety of the new path.

Safety

Crossing certain intersection on bike path.

More loitering and possible ways to cause trouble.

Change brings issues. There is potential for accidents.

Graffiti might be an issue, however, monitored it can be controlled.

Traffic is really bad, there are way too many cars/people, and no place left for bike path without adversely affecting traffic flow.

Crime could increase if areas are too isolated.

This project corresponds to a national trend of reducing obesity by exercise.

Maybe more crime because of less exposure to other people in shops are on street. Too secluded.

More traffic and few use the paths that are in place.

It will become an escape route for crime! An open road for gang activity.

Any issues would be positive!

Temporary issues during building and construction.

Security

Bikepath does bring more people and attention. More people, more issues.

**Do NOT believe that
issues will not be created
because of the addition of
a new bike path**

Online Survey - Comments

There are a lot of people who would use the route for exercise and be used far too much to encourage loitering or any other unsavory things.

I can't think of any issues related to expanding safe, accessible biking facilities.

I believe people will use the bike trail the way they use the Chandler railroad bike path and that is always full of people riding and walking. Open space encourages more people to use it rather than closed off space that only criminals access.

Any issues seem to be from the increase in the number of cars and the lack of road space. Encouraging cycling reduces the number of cars and frees up traffic all over!

Even if issues do arise, the benefits will far outweigh any negatives. And those negatives can be eventually addressed too.

Bicycles are clean, silent, and fun! I can't think of a single way creating a bike path would create any issues.

There are not that many cyclists and they don't cause problems.

Lighting and pathways will make it more traveled. People up to no good are going to hang out in the area if there is no path there, probably less attractive if it will be traveled.

Active people don't cause issues, idle people do.

It will be an improvement all around.

Mailed Survey - Comments

We don't have a lot of crime as it is in Burbank.

If thought out, most issues can be resolved.

I believe the more people bike the more people to report suspicious activities,

We have police men on bikes.

Hoodlums will be hoodlums

The current condition is dangerous, unsightly, dirty. Improving this area is a great idea.

Improve

Better for community.

<p>Prefer the path to be located on the same side of the Burbank Channel as their property</p>	<p>Online Survey - Comments</p> <p>The small section that is built now is a great little walk. I love having it so accessible to my residence. doesn't matter to me.</p> <p>Easier access!</p> <p>My property value will rise because of access to walking and biking path.</p> <p>The close, the better!</p> <p>why would you offset from other path?</p> <p>On the west side (connecting to the current path) would be closer to residential neighborhoods and a good place to start!</p> <p>Want it convenient to use</p> <p>easier access</p> <p>Better/easier access.</p> <p>Mailed Survey - Comments</p> <p>I would love the end of my street (200 block of West Elmwood) to look nice and to see people walking and riding. I would love for the bridge to be kept open.</p> <p>better access</p> <p>Closer for access.</p> <p>Easier access for me.</p> <p>Kind of a pit around there right now</p> <p>Trashy</p> <p>It doesn't really matter to me.</p> <p>Convenience</p> <p>But either side is fine.</p> <p>It would look symmetrical and more ergonomic.</p> <p>Easier access for kids on our block...mostly non-residential on other side.</p>
<p>Prefer the path to be located on the other side of the Burbank Channel than their property</p>	<p>Online Survey - Comments</p> <p>same side as the bike path from Alameda, don't need additional traffic & people using & parking on the street</p> <p>To keep traffic out of my neighborhood.</p> <p>First of all, easements are much wider on the west side of the channel and further from single family homes. Our quality of life will be seriously compromised if the bike path is on the east side of the channel, directly adjacent to our house. For all of the aforementioned reasons, we DO NOT WANT the bike path on our side of the channel, which is the east side. We are very serious about this. It will also most certainly lower our property value.</p> <p>Reduction in noise.</p> <p>See answer to question 8.</p> <p>Larger spaces, fewer single family homes. Lg. apartments with more people to monitor security and to filter noise. Many have video surveillance.</p> <p>I don't want people to have access to our back yard, which runs right along the channel.</p> <p>This question does not make sense because there are properties on both sides of the channel.</p> <p>The further away the better for items listed on # 7</p> <p>Mailed Survey - Comments</p> <p>To help keep problems away from our side.</p> <p>We operate a business. Residential on other side.</p> <p>It took us several years to put a fence up at the end of the street.</p> <p>Prefer not either side - increased crime activity - less privacy. Beautiful mature trees would need to be removed.</p> <p>I live alone in a house with my windows facing the Channel. This is a very peaceful area quite and relaxed area with birds singing the path would destroy the area.</p> <p>possible crime increase, more traffic going by.</p> <p>Ease of access to Metro line</p> <p>Safety and Noise.</p> <p>I have no desire to live next to such a boondoggle.</p> <p>I don't want it near me.</p> <p>I don't want it on either side, but there is less trees and shrubs to remove on the other side.</p> <p>Too many paths already and it's not fun when I have to drive to take the kids everywhere.</p> <p>Do not want improved visibility and vulnerability of my home with increased pathway improved access.</p> <p>To avoid more bike interruptions.</p> <p>Too close to property lines.</p>

<p>If their street has a cul-de-sac, they would be opposed to having access to the pathway at the end of their street</p>	<p>Online Survey - Comments</p> <p>Street already has major issues with parking and loitering - don't need that to get worse</p> <p>My street, Mariposa, does not cul-de-sac but when I ride I like to be able to access the bike paths as often as possible, Again to keep traffic out of my neighborhood.</p> <p>VERY OPPOSED!!! We already have a lot of cars zooming up our street only to make U-turns at the very end. We have excessive parking already on our street from nearby apartments. PRIVACY, SAFETY, SECURITY, in the form of increased foot traffic will be a serious problem and will compromise our quality of life.</p> <p>Less noise, safety for children, getting to know your close neighbors - these are only a few of the reasons why it's desirable to live at the end of a street. The loss of these positive aspects of a neighborhood, added to a possible increase in illegal and crowded parking, would discount the reason for choosing to live in a cul-de-sac or the end of a street.</p> <p>Absolutely, due to our previous experience, when the street was opened. The city closed it off for a lot of good security reasons. It would be stupid to open it up now so we can repeat the old problems again</p> <p>Cul-de-sacs are known to be quiet without a lot of traffic. A path would negate that for residents who purposely moved there for quiet.</p> <p>more traffic</p> <p>If someone bought property in a cul de sac they would not appreciate the increase in traffic/noise. They most likely bought it for child safety, & quiet. I did because I work at night and need to sleep during the day.</p> <p>more people is more noise and the risk of crime</p> <p>Mailed Survey - Comments</p> <p>Do not want additional activity and problems that would occur.</p> <p>More bike traffic on the street and noise. Easier access for criminal activity and loitering.</p> <p>I bought this house because I felt safe at the end in a cul-de-sac with not much traffic. I had a stoker once too much trauma. Less traffic in the neighborhood means less noise and havoc.</p> <p>It would be more difficult to go into and out of the driveway with increased activity.</p> <p>People using my street for parking - too many apartments now.</p> <p>I don't want strangers outside of my home.</p> <p>Parking</p> <p>Loitering = "more"</p> <p>Privacy</p> <p>Big security problem for crime. The path of escape!</p> <p>Wouldn't want access to my street by non-residents</p>
<p>If their street has a cul-de-sac, they would NOT be opposed to having access to the pathway at the end of their street</p>	<p>Online Survey - Comments</p> <p>The more easily accessible, the better!</p> <p>It would be more convenient to be able to have direct access rather than having to go around when I ride or run errands on foot.</p> <p>That would turn cul-de-sacs into more livable streets and probably improve my property value!</p> <p>I'd want the pathway as accessible as possible.</p> <p>Again, property value will increase with direct access to pathway.</p> <p>Better access to the path!</p> <p>Impact would be very small. No problem.</p> <p>I would want to be close to the bike path</p> <p>My street doesn't have a cul-de-sac but if it did I would welcome the easy access to the path.</p> <p>Mailed Survey - Comments</p> <p>I would do anything to get our street cul-de-sac-ed.</p> <p>Cul-de-sac is busy enough now.</p> <p>Not the case.</p> <p>Could enter from my own street; excluding cars.</p> <p>I want more people to ride and cul-de-sacs are generally safe in regards to traffic.</p> <p>Increased bike/pedestrian traffic in neighborhood is not a good thing.</p> <p>You need a way in and out.</p> <p>I want access at the end of my street.</p> <p>But stop dying it red to limit parking.</p> <p>Easier commute.</p> <p>More access, the better.</p> <p>Don't live on cul-de-sac</p> <p>What is the point of having a pathway if you don't have access to it.</p> <p>Improve</p>

Prefer that an undercrossing (a pathway under the street) be constructed to cross Alameda

Online Survey - Comments

safer for bikers

less disruptive to traffic

Or bridge.

Drivers, especially commuters, are generally looking for cars. Motorcyclists, bikers and pedestrians are the last things they notice.

Safer for everyone!

The less crosswalks = the less intersections I have to deal with and as a bicyclist, intersections are the most dangerous places.

Safe route, plus less traffic needs

Alameda can get pretty busy sometimes, and adding a crosswalk so close the the Victory crossing seems like it would only cause more stoppages there. Undercrossing wouldn't bother anyone.

People are more likely to use the path if they don't have to try to cross Alameda, which is always quite busy.

If it not cost prohibitive, an undercrossing would be nice.

Under crossing is much safer and more efficient for the biker.

Alameda is a very busy street. Limiting the pedestrian traffic would be safer and keep traffic flowing.

Safer, faster, more convenient, more comfortable (both physically and mentally). Absolutely make crossing grade separated if at all feasible.

Because under crossings create culture. they are something different/interesting/fun. Add some fun sculpture or even better, street painting (planned street painting, see cityrepair.org) and you have yourself a neighborhood where people can meet.

Momentum is very important to cyclists. There fewer stops the better. A crosswalk will also slow down Alameda traffic,

The more bikes are separated from cars the safer they are.

I don't like the idea of stopping cars just for a bicycle to cross. If they would cross at an already established crossing then the undercrossing would not e

Obviously more expensive but also much safer.

Anytime you can separate or isolate people from automobiles is a great thing!

Vehicle/bike/pedestrian safety and traffic.

If it is financially feasible, I think an undercrossing is always the safer option and would encourage more people to use the path, in that they won't be beholden to traffic signals.

Mailed Survey - Comments

Safety issues.

Less pedestrian traffic the better.

To stay out the way of drivers.

A crosswalk would stop traffic at an unexpected distance, close to the signal, inviting accidents and further slowing traffic access to I-5

Safety.

That way traffic of cars won't be impeded.

Safety/Alameda is a busy street.

There is already a crosswalk about 40 yards away at Glenoaks and Victory. That section at Glenoaks is dangerous and we don't want people crossing illegally, against a light, or in a danger zone. An undercrossing is safer, more efficient, and user friendly,

Because it would not interrupt traffic and it would be safer for everyone.

Anything that does not impede traffic is good, but bridges are very expensive.

With eventual IKEA traffic I expect that it will be dangerous for bikers.

Safer, although the undepass would/could create an area for crime at night.

maintain traffic flow.

Safety

Undercrossing would be safer.

i think it would be safer and create less traffic congestion and it's very busy between Lake St. and Victory.

Safer

Safer for bikers/kids/runners and less traffic.

Much safer.

An undercrossing would allow for un-interrupted riding on the path.

Any way we can separate the two forms of transit is an improvement.

Easier/Safe

Safer

Safe

The crosswalk will slow down traffic on Alameda Street.

Safety

Do the right for safety.

<p>Prefer that a crosswalk in the street be constructed to cross Alameda</p>	<p>Online Survey - Comments An undercrossing seems "seedy" to me. Undercrossings are frequented by vagrants, drunks, drug users, and criminals because they are out of sight. Keep the crossings in plain view for maximum safety. A well-designed crossing with lights (especially for people riding at night) would be preferable. A pathway underneath may be dark and not as inviting. Please no undercrossing because that will breed more crime. Faster to completion and slows vehicle traffic Under crossing always smell of urine and are dark. I think undercrossings are dark and dank and kind of creepy</p> <p>Mailed Survey - Comments Cheaper, less chance for loitering, crime, littering -dirt. If it had to happen above ground. I believe there will be more crime activity in undercrossing. Safety, Graffiti Undercrossings have been closed in Glendale by Glendale College and beneath Glendale Blvd. in the Atwater area of L.A. to crime, trash, and graffiti. Under street does not seem safe in this neighborhood. Safer</p> <p>An undercrossing would have to be very well lit, with cameras (fake or real) and be patrolled for bums living in them, Not an overpass. People can cross at a signal like everyone else. Not necessary Undercrossing could present new opportunity for loitering.</p>
<p>Regularly uses the Lake/Alameda Greenway (between Alameda Avenue and Victory Boulevard)</p>	<p>Online Survey - Comments Not often though. It does not connect to any destination or other paths. It's very close to my house and convenient. I love it but I would love to see it expanded into Glendale.</p> <p>Commuting to work mostly, nbut also taking visitors out for bike rides to show them the neighborhood, shop, etc...</p> <p>It's a great way to across that section of town without worrying about cars and traffic, and with much more pleasant scenery. Nice neighborhood. A few times a month, and would use it more if it were extended. go to recycle place. TO GO TO STORE OR GO TO DOWNTOWN BURBANK See answer #3 (I already use the Lake/Alameda Greenway almost daily because it is safer and more quiet than walking on Victory Blvd. to Alameda).</p> <p>Mailed Survey - Comments To get to the fwy. Exercise, Everyday when I walk my dogs. dog walking At least once a week and I have seen only one bike in the path a few walkers but not one a day, maybe one out of three times I walk. I use it whenever I ride my bike to Griffith Park exercise. I use this for jogging. Everyday walking dog/riding bikes Try it...you will like it.</p>

Does NOT use the Lake/Alameda Greenway (between Alameda Avenue and Victory Boulevard)

Online Survey - Comments

I never use the path because it is far from where I live..
 It's not a place that people are watching or can easily be seen if something goes wrong or needs attention. You're pretty much up the creek without a paddle if you need any help.
 Do not feel safe using it. Doesn't lead to anywhere useful anyway.
 I wasn't aware that there is a greenway.
 I live closer to Burbank Media Center.
 I didn't know it was there.
 It is not along my commute path. When it was along my commute path I probably would not have used it because it did not connect to anything. I chose to take my chances riding on Flower St.
 Didn't know it was there. Looks pretty short. Make it longer and connect it with the LA river bikeway.
 I prefer the Chandler bikepath. It seems a safer area.
 Didn't even know it existed! Things need to have better signs--especially from the Chandler bike path!
 I will look into it! I'm always looking for new areas to walk.
 Does not connect places I normally travel to.
 I did not know about it.
 Been having some health problems
 We are not sure of it's location
 didn't know it was there
 Not familiar with it.
 I live closer to the chandler bike path
 Opposite side of town
 Not convenient. Lake also has shady characters hanging out during day.
 I have used it but it's not very close to me so I don't get over there much. But it's a very nice bike path!
 I live near Burbank+Buena Vista.
 hope to soon
 It's not near my house. I would have to drive to it
 Too far from my house. I use the Chandler Bike Path a lot.

I live on the other side of Victory, so don't go that direction and it isn't long enough for me to take to get to downtown area.
 don't live nearby
 don't live there

Mailed Survey - Comments

Don't need to.
 Out of the way. I use Main to Riverside to the horse bridge to Griffith Park or to Warner Bros.
 Too short a distance to make it a destination ride/walk
 Not sure location.
 Was not aware of it.
 I prefer walking on sidewalks where there is more than a flood channel.
 It's a bad area to start with. I'm afraid of the crime. I don't use the one that's there. It's a waste of City money.
 Didn't know it existed.
 Too remote; kids can loiter without being seen there and I don't want to be alone walking without any access to an escape route. Graffiti happens still on the Lake Alameda Greenway near me.
 Not sure, what Greenway?
 Where is it?
 Don't live near this venue.
 Did not know it was there.
 Do not live in the area,
 I have no use for it now, maybe in the future.

It is off my path of use and very short, good for sometime walkers and kid riders who are doted on by their parents.
 Did not know it existed.
 Greenway? In Burbank? I've walked all over there, not sure what that is, or where it is.
 It's nearby but there is no reason for me to use this.
 I just heard about it a couple of days ago.
 Not in my route.
 Because there are fences put up by property owners.
 Don't need it. How much money has been spent on painting out graffiti on the Greenway?
 Prefer the Chandler path
 No reason to use it at this time, if it went to Olive I would use it.
 Recently had health issues. I used to use it regularly.
 Didn't know it existed.
 Don't ride that way
 Don't go that way.
 I don't live very close to there.

Additional Comments

Online Survey - Comments

Although I like the idea of a new bike path, I will likely never use it since I do not live near the path. We own a piece of property right next to the wash. If the bike path will prevent crime and not create more traffic on Alameda, then I support the project.

Not sure why the emphasis on biking - never see people using the bike lane on Verdugo, little biking on the Chandler bike path (mostly walkers). Would like to see better public transportation within the city

Stop studying and start building.

I encourage

- the use of security cameras,
- pathway name or logo posting,
- easily visible street name signage (like "___ W. Ash"),
- adequate lighting along the path.
- enhance the finished, visual aspects of the path through attractive placement of signage, lights, plants and waste receptacles at the end of streets (please try to avoid centering lone trash cans for the eye to find first).

Thank you very much for this survey. Very nice of you to offer to the neighbors.

Great idea, let's make it happen!

I would love to see a network of pedestrian bridges or tunnels that cross the 5 and the Metrolink and better bike lanes on the streets that do cross. I commute on bicycle to Glendale and I cross on Alameda. It can get a little scary, especially on the way back with the white knuckle downhill ride through the tunnel. The other options to cross don't have satisfactory bike facilities and have steep hills. I tried Olive, but the bike lane ends right before the freeway overpass and I had to take a blind turn on a very busy street. I also tried Sonora Ave, but I did not like bicycling on Flower near the freeway exit. At the very least, improved bike lanes on these streets would be a big step forward. The trail is a great idea, but please remember that a lot of bicyclists need the streets to accommodate them too.

Thanks for listening! Chris

We live near the bike path adjacent to Buena Vista and Winona (Grismer area) and would love for it to connect to a path through Burbank but also to the path that extends adjacent to Glenoaks and into Sun Valley. Eventually one large bike path look from one end of burbank, through Sun Valley, around Chatsworth and back along Chandler would be terrific.

There is also serious concern about the destruction of old growth foliage at the end of our street. We really wish you'd just leave everything alone. We like our greenery, our privacy, our rights to live in the house that we chose because of its unique position without neighbors on three sides. That's why we live here, that's why we love it. As stated before, the bike path will seriously compromise our safety, security, privacy, and quality of life as we currently enjoy it. Thank you.

I commute to work on my bike. It was after riding for a while (few months) in bike paths that I felt confident enough to use it on the streets. By creating paths you are opening safe places for everyday people to feel more confident on their bikes and encouraging a healthy lifestyle.

The Chandler Bike path needs to connect better, and in the meantime you should concentrate on making it easier to find other destinations, like this path, Griffith Park, etc. from it!

If this path connected (to Chandler) somehow you'd have a bike path from the NoHo Red/Orange line stations to the Metrolink in Burbank. Seems like *that* could be quite useful!

No Art in Public Places for this Project, Last time someone destroyed the base of what looked like a attempt at that. Signed, The King of Lake Street.

Thanks! I hope to be at the 2/26 meeting!

Please be so kind as to not share my email address with other entities for any reason. Thank you so much for taking the time to hear my opinion.

Put it on the other side (west side). Homes are further away. and they don't appear to be opposed to it.

For those worried about safety, we should discuss Neighborhood Watch options.

would like to see more projects like bike lane for residents that don't live near by Chandler Blvd.

I appreciate your survey, however, your survey did not speak to cost as to how it would impact tax increases for home owners in this area.

If this Bikeway project increases our city taxes we vehemently oppose the program.

What is "Controlled local street crossing"? Will the be across the flood control channel from "compass tree park?"

I don't live near the site but I have been commuting to work in Burbank via bike for 9 yrs now. Any funding spent on making biking safer is money well spent. I'd like to see a safer way to get from the airport area to barham.

I am glad Burbank is encouraging people to ride bikes.

Bike riding is fun and good for you. I taught at Muir and Burbank High for 31 years and I either rode my bike or walked to work over 80% of the time.

It would be wonderful to have the path that runs along the Los Angeles River through Glendale continue through Burbank and into the valley!!

Overall I think this is a win-win for the City of Burbank and can't understand why anyone would oppose this.

Bike and walking lanes make Burbank a better city to live in. I enjoy being out doors and active in the community. We need an annual community bike ride to tour the bike amenities in the city. Burbank summer or fall tour. Would be a great community event. Thanks

Please do it soon!

is this something the people want or city employees foist upon them? that's what matters

I'm 73 and too old to ride a bike but walk many miles on a daily basis along the LA river. The proposed Channel Bikeway would be perfect for people like me.

Additional Comments

Mailed Survey - Comments

Against the whole idea in that particular area.

Over the years we have spend countless hours keeping our properties nice, cleaning up Lake Street and reporting criminal activity - this is an expensively bad Idea.

Thank you for sending this survey. Please consider this area has had many drugs and gang problems it is not Chandler Blvd. open area. This channel is quite and secluded.

Would like to see something like what you did in Chandler Blvd.

Waste of money.

Do not build this!!!!

How can people feel safe on bike way? Will police ever be present?

Bike path bring up values in area.

If I ever get pulled over or my day is ruined or delayed, I'm hiring a lawyer. This City is too small for all this.

I don't recall the Greenway ever being promoted as a future part of a bikeway I thought it was just to clean up the channel, and to facilitate kids walking to school. Bikers would pose a hazard to walkers unless the Greenway or new bikeway is clearly divided. Bikers go very quickly and are a menace to slower walkers -- take a look at accidents that happen on the Chandler bikeway. Thank you.

Bikes are difficult when traffic is heavy such as Alameda and Olive. Creating a path will make it worse, especially for senior citizens,

Really concerned about safety!!!

Bed and bathroom windows right at pathway. Sketchy area already. In Burbank can you believe it?!

That area has a lot of apartments, it would provide an area for tenants to get out and walk and exercise.

Waiting to see the project will look like.

Bike/ walk infrastructure is great! Thanks for considering it.

I think it'd be great for our community to become bike friendlier. I think it's good to get to know your neighbors while walking too.

Money would probably be better spent fixing the mess that was created when the mall went in without requiring infrastructure upgrades from the developer and/or businesses.

Its a good idea but hopefully it doesn't create an extra area for crime and teenage tagging and crime.

Please reduce congestion on Verdugo by scaling back bike lanes.

This project sounds very good as long as property taxes ar not increased.

Save the City money.

Since I don't live where the path would actually be and I'm 96 years old it would not likely affect me.

I own property in Burbank, but do not live there. I think bike paths are a good thing so a "yes" vote from me.

Ike facilities should not be improved at the cost of Burbank home owners, privacy, security, and the decreasing value of their property. The path will increase all problems: crime/safety/security, noise, nuisance/loitering, graffiti. If any of you who read this survey lived along this flood channel then you would understand the problems a path way will have for the people who live or have property along this channel.

Safer for the kids who use my street to walk to school. Beautification of a currently ugly area home value improvement.

I'm very excited about this project! Have been looking forward to it since you completed the greenway. I am hoping this will also provide open access at all times to the bridge as I use this frequently to pick up my grandkids from school and its now usually closed/locked by 3-3:30 pm and both granddaughters attend after school and so I don't pick up until 4 pm. If it was open, we would always walk! I also lived in Copenhagen, Denmark for 6 months and realize all the benefits more biking and walking provide a city and its people! This is an amazing project. Thank you Burbank!

Make sure taxes don't go up.

Great idea. We need a way to corss Interstate 5 on a bicycle, over passes are not safe for bicycles.

Good job on completing bike path.

Yay! It's hard to sum up how great a biking community can be.

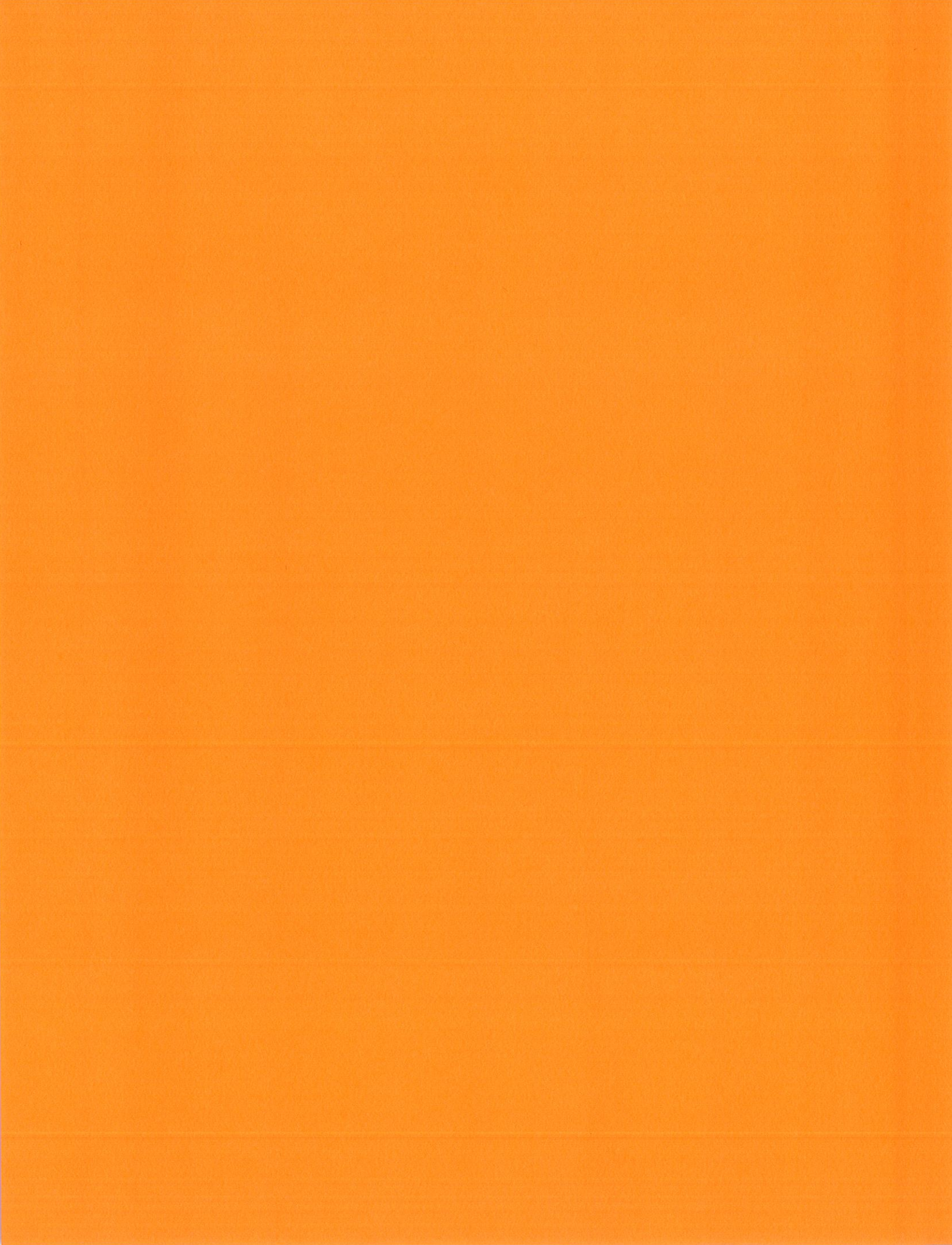
I support the bikeway 100%. We need to encourage exercise which improves our health and mental well being.

This is a great idea. About time.


Please email survey results above.

As a adjacent property owner to the Burbank Channel, you have my full support. Great idea!!

Put it in. Bike pathway.



memorandum

DATE: February 25, 2014
TO: Mark Scott, City Manager
FROM: Joy R. Forbes, Community Development Director 
SUBJECT: Planning Board Actions of February 24, 2014

At the regular meeting of February 24, 2014, the Planning Board took action on the following item:

1. 4211 Hood Avenue | Project No. 13-0007842 | Variance and Minor Setback Exception:

The Board voted 4-0 to approve a Variance to allow a 20'0" front yard setback rather than the required 25'0" front setback and a 5'5" side yard setback instead of the required 7'0" side yard setback. The reduced setbacks would allow the applicant to construct a 290 square foot addition, consisting of an expanded master bathroom, new walk-in closet, and relocated master bedroom.

The Board's decision on this item is final. Modifications may not be made, nor the decision of the Board reversed, unless the Board's decision is appealed by the public or the Council as a body decides to set the matter for a public hearing in lieu of an appeal. Any Council Member requesting Council review of this matter must make the request at the City Council meeting on March 11, 2014.

THE

PROGRESS OF

THE

ARTS AND

MANUFACTURES

IN

THE

UNITED STATES

OF AMERICA

FROM 1790 TO 1860

BY

JOHN R. HARRIS

OF THE

AMERICAN ANTHROPOLOGICAL INSTITUTE

NEW YORK

1860



memorandum

DATE: February 25, 2014

TO: Mark Scott, City Manager

FROM: Joy R. Forbes, Community Development Director 

SUBJECT: Transportation Commission Meeting Synopsis – FEBRUARY 24, 2014

- Staff reviewed the revenue and expenditures for Prop A, Prop C and Measure R Local Return as part of the Commission's quarterly update of these funding sources. Staff compared mid-year revenues and expenditures to-date with budgeted assumptions, which were generally better than the forecast. Staff also reviewed the performance measures of both the fixed route and senior and disabled services. It was noted that the cost per ride and passengers per hour carried on BurbankBus Senior and Disabled services was better than the forecast and was due to improvements in voluntary fare collection and tighter scheduling.
- As part of the discussion above, the Commission discussed several issues related to the Metro 94/794 I-5 detour and deploying BurbankBus midday service to the corridor. Staff clarified several issues with adding midday service to the Empire-Downtown route and in directing buses down Grismer Street.
- Staff reviewed proposed Metro service changes that would provide local bus service to the new Regional Intermodal Transportation Center (RITC) at the Bob Hope Airport. Commissioner Diel asked if the Amtrak Thruway Bus to Bakersfield could move its stop into the RITC.
- Staff and the Commission reviewed deficiencies with passenger wayfinding signage at the Downtown Burbank Metrolink Station and discussed the possibility of adding a few, inexpensive wayfinding signs to the station while waiting for Metrolink to develop a future system-wide signing standard. The Commission appointed Commissioner Diel and Dickson to meet staff at the station to observe wayfinding deficiencies.
- In an extended discussion, Commissioner Dickson expressed frustration that staff and the Commission was not considering the new Mobility Element in their decision-making. Staff offered to discuss the Commission's role in advising the Council – as described in the City Charter – and how that mission relates to the General Plan.

memorandum

DATE: February 25, 2014

TO: Mark Scott, City Manager

FROM: Joy R. Forbes, Community Development Director 

SUBJECT: **COMMUNITY DEVELOPMENT GOALS COMMITTEE MEETING
SYNOPSIS – FEBRUARY 24, 2014**

- The purpose of this meeting was to obtain funding recommendations for public services and capital projects from the Community Development Goals Committee (Committee) for the Community Development Block Grant (CDBG) Program for Fiscal Year (FY) 14-15.
- Staff provided a recap of the proposed programs in relationship to the City's adopted Consolidated Plan Goals and Objectives for FY's 13/14 – 17/18 and other federal requirements for consideration and deliberation by the Committee.
- Utilizing the estimated \$1,090,675 in CDBG funding for FY 14-15, the Committee unanimously agreed to recommend funding for 15 non-profit organizations, service providers, community organizations, and City departments. Recommendations consisted of two capital projects totaling \$708,939 (65%), and 13 public service programs totaling \$163,601 (15%), with the remaining 20% allocated for administrative expenses.
- The meeting adjourned at 7:20 p.m.

CITY OF BURBANK
COMMUNITY DEVELOPMENT
OFFICE

FEB 25 6:31 PM

memorandum

DATE: February 26, 2014

TO: Mark Scott, City Manager

FROM: Joy R. Forbes, Community Development Director 

SUBJECT: **SECTION 8 RESIDENT ADVISORY BOARD MEETING SYNOPSIS
FEBRUARY 25, 2014**

- The annual meeting of the Resident Advisory Board (RAB) was held to provide an update of the Section 8 Program (Program) for Fiscal Year 14-15, and to solicit comments on the Public Housing Authority Annual Plan (Annual Plan).
- The RAB meeting was advertised on the City's website, and over 900 post card invitations went out to Program participants.
- Over 90 members of the public attended the meeting, including eight RAB Members. The majority of attendees were current Program participants.
- Staff reported there would be no proposed changes to the Program, Annual Plan or Administrative Plan in the upcoming year.
- Staff highlighted that the next step in the Annual Plan process is a public hearing with the City Council/Housing Authority Board scheduled for April 1, 2014 for review and consideration of the Annual Plan.
- After staff's brief overview of the Program and Annual Plan, there was a question/answer period. The meeting lasted just under one hour.

CLAY HAYES
CITY OF BURBANK
COMMUNITY DEVELOPMENT
DIRECTOR

FEB 27 11:02



**CITY OF BURBANK
LIBRARY SERVICES DEPARTMENT
MEMORANDUM**

DATE: February 20, 2014

TO: Mark Scott, City Manager

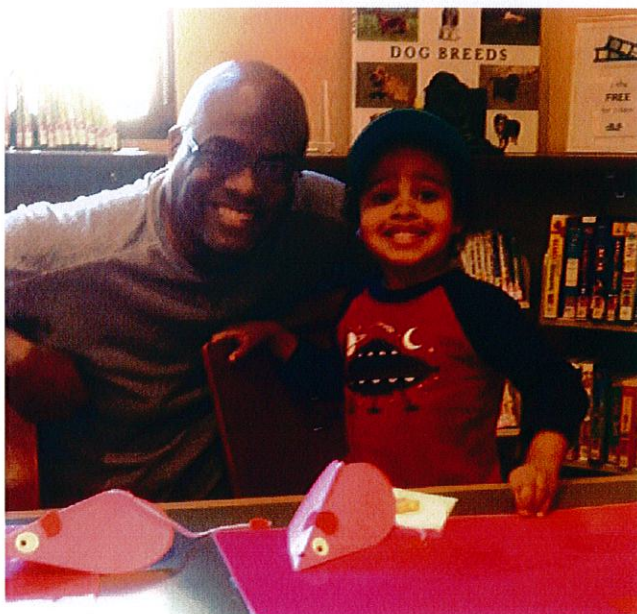
FROM: Sharon Cohen, Library Services Director

SUBJECT: Weekly Library Report

"Hearts and Hugs" Pajama Night was celebrated at Buena Vista Library on Tuesday, February 11th. **184** pajama-clad children and parents attended the fun night, complete with Valentine's Day themed stories, songs, and a special *Tumblebook* demo (the Library's storybook database on our website). Everyone had a great time.

On Thursday, February 13th, our teen librarians went to **Burroughs High School** to do book-talks in five 10th-grade English classes for teacher, Ms. Delaney. Staff took along more than 60 books, and were prepared to pitch 45 book talks, so there were plenty of genres and examples to share with the students. Students were encouraged to check out books of interest on the spot. The librarians also distributed a bookmark listing all the books talked about, as well as handing out a couple dozen library card applications to those who didn't have a library card. A lot of library-related questions were answered and some new teen friends were made for the library.

Storytimes at all three libraries continue to be enjoyed by many children each week. During Valentine's Day week, the preschool children had a lot of fun celebrating Valentine's Day with special stories, heart-shaped cookies and crafts. At Buena Vista, the children enjoyed making a heart mouse craft. The attached photo shows dad John with his son Justin posing with the special Valentine's gift made for mom. With 9 storytimes each week during the school year and weekly attendances of well over **400**, Children's staff does an outstanding job of keeping our younger patrons enthused about reading, as well as inspiring, motivating, and entertaining them with a wide variety of creative and fun activities. Of course, that doesn't include all the special programs (such as Pajama Night mentioned above), monthly family nights, film screenings, and other activities available to families each month.



Each year the Friends of the Burbank Public Library purchase a license allowing the Library to publicly show movies. Over the years our various movie screenings at the Library have developed quite a following. An example of this was our recent showing of *Enough Said*, a screening in our *Le Petit Cinema* series, featuring art house movies. Well, the series may be called “Le Petit”, but our crowds are not! Additional chairs needed to be set up for Saturday’s showing to accommodate our audience of **85**. Our last *Le Petit Cinema* movie, January’s showing of *The Butler* (one of our many programs to celebrate Black History Month), had over **90** people in attendance. It’s so much fun to watch people walk in, sit down, and then hear their responses as they walk out when a movie ends; they become truly captivated (and thankful to the library).

In addition to storytimes for preschool students, the Library offers 4 monthly book clubs for students in elementary grades through high school. Below is a photo of those who participated in our elementary book club at the Northwest Library, holding their book of the month, *Remarkable* by Lizzie Foley. The kids had a great time discussing the book. A big thanks to the Friends of the Burbank Public Library who provide funding to purchase copies of the book for each student.



Burbank Public Library Presents

Isadora Duncan: A Unique Recital



Wednesday, March 5

7:00 PM

Funded by the Friends of the
Burbank Public Library

Celebrating Women's History Month



KRES MERSKY

AS ISADORA DUNCAN

Kres Mersky's one hour play depicts the San Francisco-born dancer and teacher near the end of her life. Isadora may have been one of the most flamboyant, creative, and artistic women of the time, but at this point she's no longer dancing, but rather attempting to raise money for her school of dance. The play is adapted from Isadora's own provocative writings and provides a multi-dimensional portrait of a great 20th Century woman whose views on the arts, education, women's rights, marriage, and love continue to provide inspiration today.

Ms. Mersky hails from Los Angeles where she lives with her husband and director Paul Gersten. Kres has performed widely in film, theatre, and television, appearing in such shows as "Murder She Wrote" and "Charlie's Angels." Her plays have been presented at colleges, universities, and theatres on the West Coast and Canada. She has performed on stage at the Mark Taper Forum and the Ahmanson Theatre in their productions of "A Man for All Seasons," "Hot L Baltimore," and "Getting Out."

Buena Vista Branch Library

300 N. Buena Vista Street

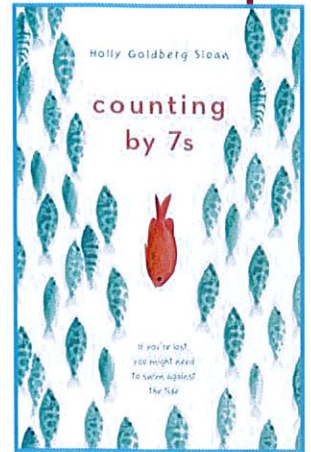
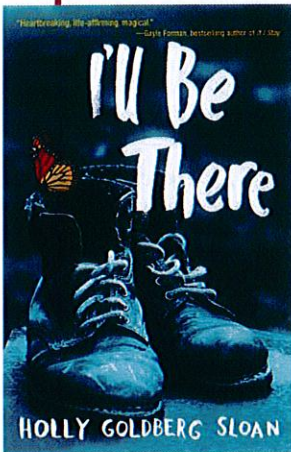
818-238-5620

www.BurbankLibrary.com

Burbank Public Library Young Adult Services
invites you to

MEET THE AUTHOR!

Holly Goldberg Sloan



Holly has written eight successful family feature films, including the baseball classic ***Angels in the Outfield***, and the soccer movie, ***The Big Green***, which she also directed. She wrote the screenplay for the Universal Pictures comedy ***Made in America***.

Her amazing, award-winning teen books are
I'll Be There and ***Counting by 7s***

Thursday, March 6
7:00 p.m.

Buena Vista Branch Library

300 N. Buena Vista St.

818-238-5620

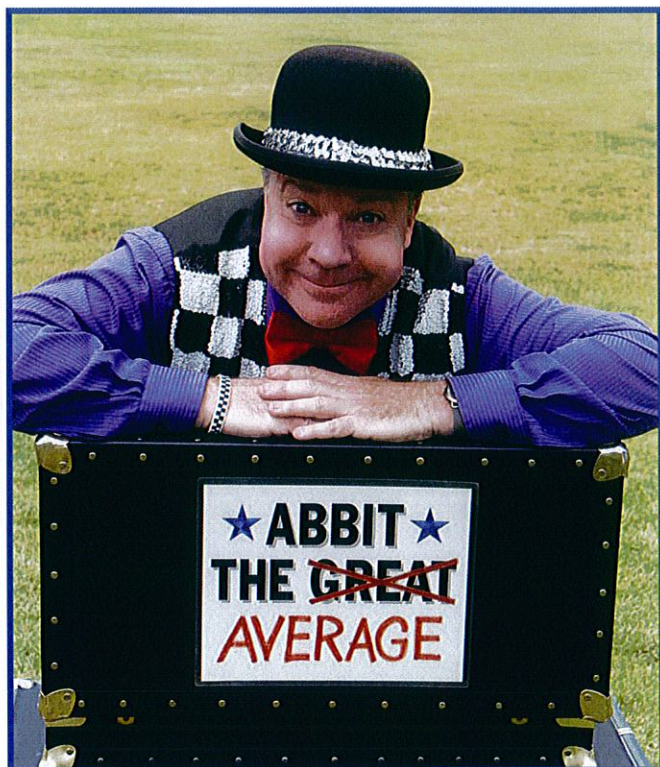
www.yathinkbpl.blogspot.com

Books will be available for purchase and signing.
Funded by the Friends of the Burbank Public Library

Burbank Public Library presents

Family Night @ the Library

A series of FREE cultural events sponsored by
the Friends of the Burbank Public Library



Abbit the Average presents

...a hilarious, high-energy
entertainment experience with
audience participation and packed
with non-stop laughs.

It's the greatest average magic
show you'll ever see!

**Thursday,
March 13, 2014
7:00 PM**

**Burbank Central Library
110 N. Glenoaks Blvd.
818-238-5610**

**Thursday,
April 3, 2014
7:00 PM**

**Buena Vista Branch Library
300 N. Buena Vista Street
818-238-5630**

www.BurbankLibrary.com

Important Updates for the Burbank City Council

February 28, 2014

An All Electric Nissan Leaf Added to Fleet

The Public Works Department has added a new All-Electric-Zero Emission Nissan Leaf to the City fleet. The Leaf has a driving range of 100 miles per charge and can be recharged using 110 or 240 volts. As the City continues the quest to further reduce the overall vehicle carbon footprint, this zero-emission vehicle will replace a 2004 Honda Civic, which is powered by a compressed natural gas (CNG) internal combustion engine.



Library Volunteer Appreciation Luncheon



In 2013, Burbank Public Library volunteers donated over 10,000 hours of their time and energy to the Burbank Public Libraries. The 200 volunteers deliver books, teach adults to read, sort through book donations, coordinate the Friends' semi-annual book sales, staff the Friends book store, repair books and much more. The Library honors these hardworking volunteers each year at the Volunteer Appreciation Luncheon and presents them with a small token of gratitude. This year, the luncheon took place at Pickwick Gardens where Mayor Emily Gabel-Luddy, City Manager Mark Scott, and Library Director Sharon Cohen each offered their thanks to more than 100 guests in attendance.

Student Receives Recognition from Fire Department

Morna Perez Consoli, a student at Burbank High School, received a Certificate of Recognition from the Burbank Fire Department for leadership and bravery. On the morning of January 24, 2014, Morna retrieved a fire extinguisher to assist in putting out a fire during a science experiment. Her actions lessened the scale of the emergency; limiting the damage to the classroom and allowing the students to evacuate unharmed. Burbank High School Principal, Faculty, Students and Morna's family were in attendance for the certificate presentation.



Burbank Police Officers Attend Funeral

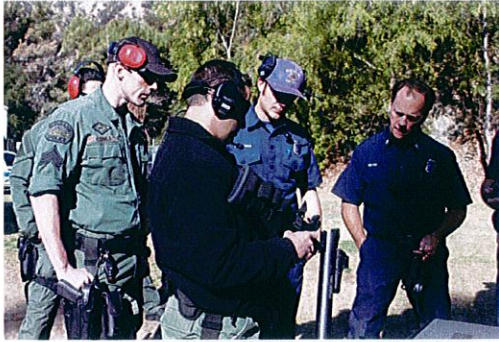


Detective Sam Anderson and Officer Ryan Murphy represented the Burbank Police Department at the funeral services for CHP Officers Juan Jaime Gonzalez and Brian Mitchio Law on Friday, February 21. The officers were killed in the line of duty while responding to a collision when their vehicle slammed into a guardrail on Highway 99 in Kingsburg, just outside of Fresno. Officer Gonzalez, 33, and Officer Law, 34, were classmates and graduated in 2008 from the California Highway Patrol Academy.

Angeleno Avenue Street Improvement Project

Concrete repairs and Americans with Disabilities Act (ADA) improvements have been substantially completed on Angeleno Avenue. In addition, half of the intersection of Angeleno Avenue and Third Street has been reconstructed and work on the second half is underway. The reconstruction of severely deteriorated asphalt pavement between Glenoaks Boulevard and First Street is scheduled for March 2014.

Burbank PD SWAT and Fire Department Joint Training



On Friday, February 21, the Burbank Police Department SWAT Team conducted joint training with crews from the Burbank Fire Department (Station 15). The morning session was hosted at the BPD Range, and focused on familiarizing Fire Department crews with SWAT's protective equipment, safety around weapons and specialty munitions, and tactics for joint rescue operations. The afternoon session took place at the Fire Training Center, and focused on familiarizing SWAT with operating fire hoses and deploying and operating with various ladders. Both groups found the training to be beneficial and enjoyable, and look forward to future cross-training opportunities.

I-5 Detour Traffic Signal Construction

Caltrans will close San Fernando Boulevard beneath the Interstate 5 freeway in early spring of 2014. To accommodate rerouted traffic, several traffic signals on Glenoaks Boulevard and the traffic signal at San Fernando Boulevard and Scott Road will be upgraded to respond to the increased traffic loads. Signals will be equipped with separate left turn signals, improved vehicle detection, and new management software. Construction is currently underway and should be completed within two months.

Investigators and Forensic Specialists Solve Theft Ring

Recently, the Police Department has seen an increase in residential and garage burglaries, with fifteen thefts occurring in the last three weeks. The BPD's Forensic Specialists and detective personnel, through tenacious hard work, recovered evidence resulting in the identification of a suspect. The primary suspect was arrested on February 18. There was a large amount of property recovered during the arrest, which detective personnel are now in the process of returning to the rightful owners.



Johnny Carson Park Revitalization Project

Construction documents for the Johnny Carson Park Revitalization Project are complete. The City has received approvals for the streambed work from the Army Corps of Engineers, California Fish & Wildlife and the Regional Water Quality Control Board. The plans have been submitted for City building permit approval prior to soliciting competitive bids. Construction is anticipated to begin this summer, and after re-establishment of healthy turf, to be complete in the fall of 2015.

Traffic Signal Coming to Woodbury University

After years of discussion, Woodbury University and the City of Los Angeles have agreed to install a traffic signal for the campus entrance at Cohasset Street just beyond the City of Burbank boundary. Woodbury will fund the design and construction of the traffic signal in conformance with the City of Los Angeles's requirements. The signal will have separate left turn signals and a pedestrian crosswalk on the south side of the university entrance. No date has been set for the installation of the traffic signal.